

Recommended Health Precinct 10th Ave Design Concept Drawings

10th Ave Health Precinct (Oak St to Cambie St) Design Highlights

New Since Last Open House (Nov 2016)	Design Elements	Rationale
	Realign, reconstruct, and widen older sidewalks on 10 th Ave, including new pedestrian ramps	<ul style="list-style-type: none"> • To improve accessibility for vulnerable people walking in the precinct • To eliminate sidewalk heaving from tree roots • To meet the Vancouver General Hospital Master Plan public realm vision
	Install corner bulges and pedestrian refuges where feasible	<ul style="list-style-type: none"> • To improve sightlines at corners • To shorten Oak St pedestrian crossings • To provide safe areas for people waiting to cross the street
	Complete the 10 th Ave lighting upgrades, including improving intersection lighting and installing pedestrian-scale lighting	<ul style="list-style-type: none"> • To improve existing street lighting levels that do not currently meet industry illumination guidelines • To complete pedestrian-scale lighting on the south side of 10th Ave • To upgrade lighting infrastructure on 10th Ave in the Health Precinct, much of which is relatively old
☑	Bend some segments of sidewalk onto VCH or PHSA private property, within a statutory right-of-way	<ul style="list-style-type: none"> • To retain mature trees • To accommodate sufficient width for passenger loading zones and disability parking • To accommodate 2-way traffic on 10th Ave as well as protected bike lanes
	Install 15 - 20 new benches on 10 th Ave	<ul style="list-style-type: none"> • To provide more space for visitors and patients to rest or relax, particularly those with mobility issues who require frequent rests, complementing the roughly 25 existing benches on private property along the corridor
	Clearly paint all crosswalks and install improved signage.	<ul style="list-style-type: none"> • To provide better clarity to all road users on where to expect each other • To remind people driving or biking that they are required to yield to crossing pedestrians

New Since Last Open House (Nov 2016)	Design Elements	Rationale
	Shorten ramps and/or build roll curbs at driveways	<ul style="list-style-type: none"> To slow down and increase awareness of conflicts at driveways
	Install a raised one-way protected bike lane on either side of 10 th Ave (uni-directional)	<ul style="list-style-type: none"> To separate and clarify where all road users should be to improve comfort and safety for everyone To avoid safety concerns at intersections, driveways, and passenger zones as compared to the bi-directional design options (a two-way bikeway on one side of 10th Ave)
	Install special bikeway yield paint and signage at pedestrian crossings next to passenger loading zones, where the bikeway will also narrow to single-file	<ul style="list-style-type: none"> To notify people biking that they are to yield to crossing pedestrians
	Install green paint and bike stencils at driveway and intersection crossings	<ul style="list-style-type: none"> To increase awareness of drivers crossing the bikeway
<input checked="" type="checkbox"/>	<p>Make changes to on-street parking spaces:</p> <ul style="list-style-type: none"> Increase disability parking on 10th Ave from 1 space to 13 spaces Increase passenger loading and vehicle staging space from 8 spaces to 20 spaces Retain 62 meter parking spaces on side streets Remove 77 meter parking spaces from 10th Ave, and 18 metered spaces from side streets 116+ surface lot spaces added by Provincial Health Services Authority (PHSA) 	<ul style="list-style-type: none"> To prioritize the most vulnerable patient access to the precinct, including generous passenger zones, while slightly increasing the overall parking supply in the precinct To improve sightlines at intersections To reduce traffic on 10th Ave from people searching for parking To restore blocked crosswalks To reduce collisions between people driving and biking on 10th Ave

New Since Last Open House (Nov 2016)	Design Elements	Rationale
	Build new or improved tree boulevards, with room for 50 new trees	<ul style="list-style-type: none"> • To help support the City's Urban Forest Strategy goals to protect, grow, and maintain a healthy and resilient urban forest for future generations • To address the area's Wellness Walkway goals • To reduce conflicts between people walking and biking
☑	Remove 11 mature and healthy trees	<ul style="list-style-type: none"> • To accommodate vehicles exiting the Vancity parkade, given the conversion of this block of 10th Ave to one-way • To provide flat accessible sidewalks and address maintenance concerns • To accommodate a new traffic signal at Ash St • To accommodate the proposed bend in the travel lanes between Heather St and Cambie St, which helps to save several mature Elm trees at BCCA • To accommodate the introduction of a uni-directional bike lane and maintaining loading zones
	Upgrade the Oak St/10 th Ave traffic signal to separate the signal phases for people driving westbound from the signal phase for people walking or biking east-west	<ul style="list-style-type: none"> • To eliminate conflicts between turning motorists and people crossing Oak St by foot or by bike • To improve the safety of this intersection
☑	Reduce on-street residential permit parking spaces adjacent to the 900 W 10 th block from 21 spaces to 17 spaces	<ul style="list-style-type: none"> • To accommodate other adjacent street uses (i.e. protected bike lanes, crosswalks and pedestrian refuges, dedicated left- and right-turn lanes at Oak St and street trees)
	New crosswalk treatments at Laurel St (west leg)	<ul style="list-style-type: none"> • To enable pedestrians to cross more comfortably at these legal crosswalks • To shorten pedestrian crossings on 10th Ave • To provide safe areas for people waiting to cross the street • To improve sightlines for all road users

New Since Last Open House (Nov 2016)	Design Elements	Rationale
☑	Install special paint and signage at ER driveways	<ul style="list-style-type: none"> To improve awareness of people driving and biking through these two high-priority conflict points
	Raise the intersections at Willow St/10 th Ave and Heather St/10 th Ave to sidewalk height, as well as a pedestrian crossing at Laurel St	<ul style="list-style-type: none"> To slow motor vehicle traffic through these unsignalized intersections To provide street crossings that are more level for vulnerable pedestrians Discourage people driving from using 10th Ave as a shortcut
☑	Postpone consideration of possible car-free space on Heather St north of 10 th Ave as part of VGH Master Plan update or nearby development	<ul style="list-style-type: none"> To reduce conflicts and anxiety between all road users crossing the intersection To orient the stop sign on 10th Ave to favour the dominant flow of people on 10th Ave To expand public green space, while still allowing laneway access from Broadway
	Install a new accessible full traffic signal at Ash St/10 th Ave	<ul style="list-style-type: none"> To improve comfort and clarity for people walking, biking, and driving through the intersection To help manage high traffic volumes at Ash St
☑	Convert 10 th Ave to one-way westbound from Cambie St to Ash St, except for bikes	<ul style="list-style-type: none"> To provide room for protected bike lanes and to retain mature trees To eliminate conflicts between turning vehicles and people crossing Cambie St on foot and by bike To help traffic clam 10th Ave To maintain/improve efficient and intuitive access to Vancouver General Hospital Emergency Room entrance

The following design concept drawings highlight the key design elements agreed upon as a result of the Collaborative Engagement Process between the City, Vancouver Coastal Health (VCH), and BC Cancer Agency (BCCA). This includes illustrating the potential alignment of the sidewalk, bike lanes, curb, and crosswalks for each block between Oak St and Cambie St. As such, the drawings do not include all of the elements of the final design concept listed in the chart above, such as improvements to lighting, benches, shelters, pavement treatment and markings.

Laurel to Willow

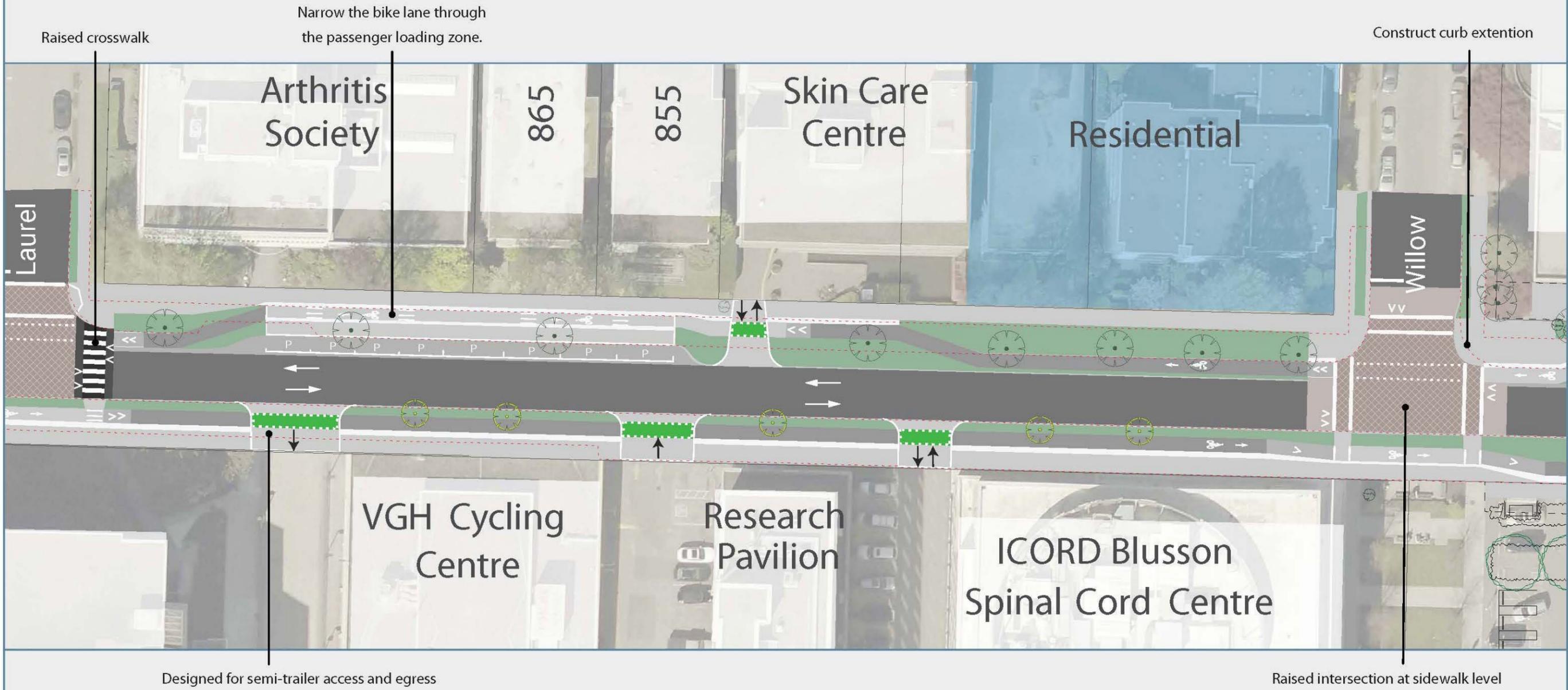
NOTE: These drawings are only conceptual and do not depict all final recommended improvements, such as lighting, benches, shelters, pavement treatments and markings.

PARKING INVENTORY FOR BLOCK

		Existing	Proposed	Change
M	Metered	17	0	-17
P	Passenger Loading Zone or Metered Disability	2	8	+6
CLZ	Commercial Loading Zone	0	0	0
R	Resident	0	0	0
TOTAL		19	8	-11

LEGEND

- Existing curb and back of sidewalk
- Statutory Right of Way (SRW)
- Light green trees are to be removed*
- Dark green trees are to remain*
- Parking types: see Inventory tables for descriptions
- *Only mature trees are included in the preferred design concept drawing



Prepared by Toole Design Group for VCH, BCCA, and CoV

Figure 2. Laurel St to Willow St preferred design resulting from Collaborative Process with Health Partners

Willow to Heather

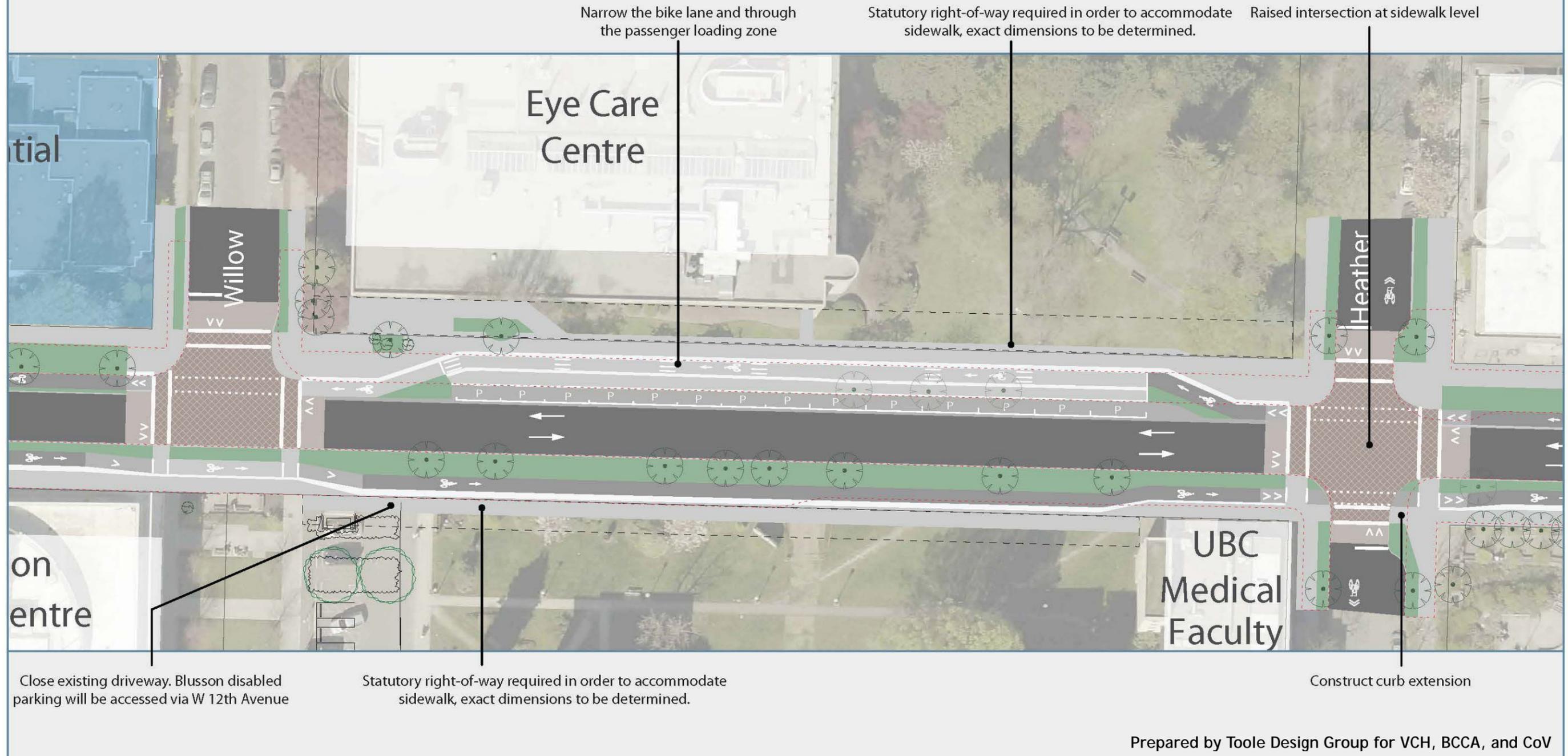
NOTE: These drawings are only conceptual and do not depict all final recommended improvements, such as lighting, benches, shelters, pavement treatments and markings.

PARKING INVENTORY FOR BLOCK

	Existing	Proposed	Change
M Metered	14	0	-14
P Passenger Loading Zone or Metered Disability	3	14	+11
CLZ Commercial Loading Zone	0	0	0
R Resident	0	0	0
TOTAL	17	14	-3

LEGEND

- Existing curb and back of sidewalk
- Statutory Right of Way (SRW)
- Light green trees are to be removed*
- Dark green trees are to remain*
- Parking types: see inventory tables for descriptions
- *Only mature trees are included in the preferred design concept drawing



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Figure 3. Willow St to Heather St preferred design resulting from Collaborative Process with Health Partners

Heather to Ash

NOTE: These drawings are only conceptual and do not depict all final recommended improvements, such as lighting, benches, shelters, pavement treatments and markings.

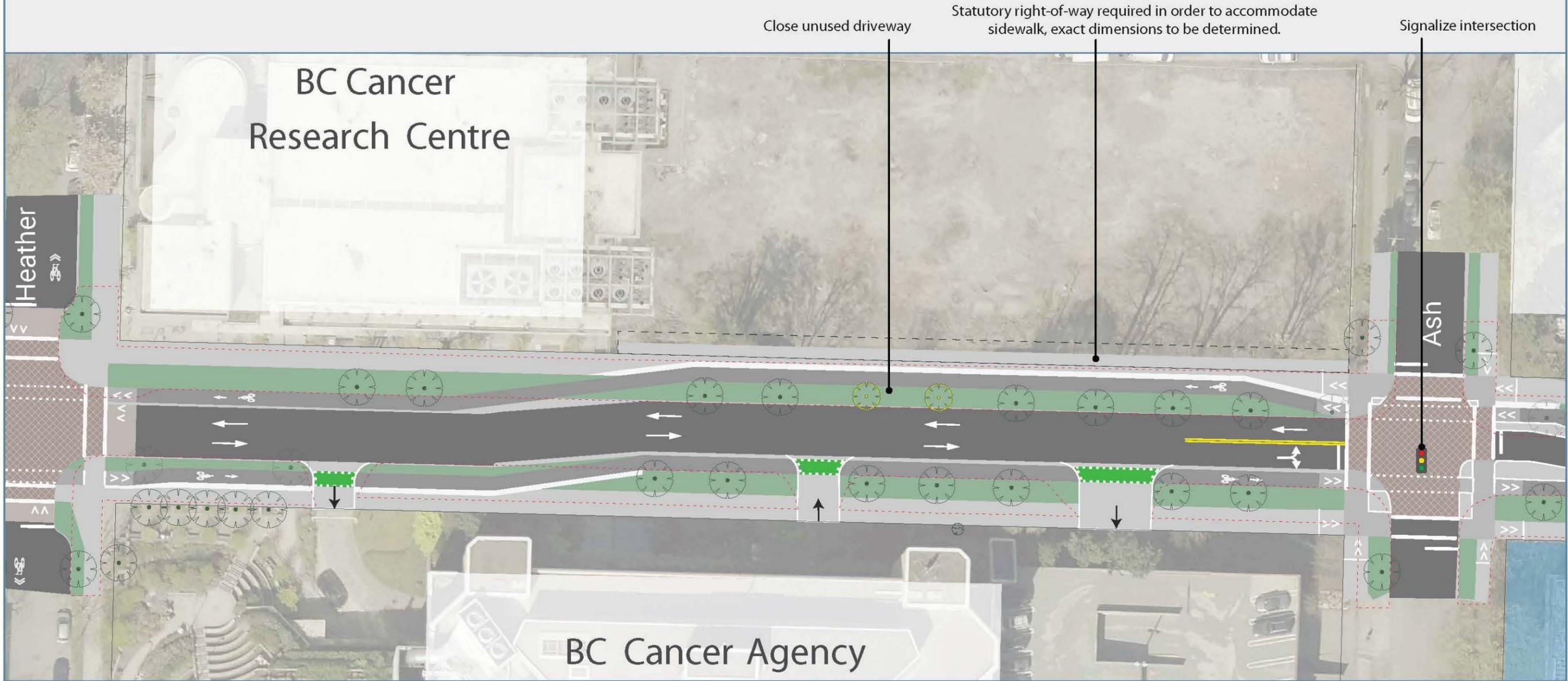
PARKING INVENTORY FOR BLOCK

		Existing	Proposed	Change
M	Metered	21	0	-21
P	Passenger Loading Zone or Metered Disability	1	0	-1
CLZ	Commercial Loading Zone	0	0	0
R	Resident	0	0	0
TOTAL		22	0	-22

LEGEND

- Existing curb and back of sidewalk
- Statutory Right of Way (SRW)
- Light green trees are to be removed*
- Dark green trees are to remain*
- Parking types: see inventory tables for descriptions

*Only mature trees are included in the preferred design concept drawing.



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Figure 4. Heather St to Ash St preferred design resulting from Collaborative Process with Health Partners

Ash to Cambie

NOTE: These drawings are only conceptual and do not depict all final recommended improvements, such as lighting, benches, shelters, pavement treatments and markings.

PARKING INVENTORY FOR BLOCK

	Existing	Proposed	Change
M Metered	21	2	-19
P Passenger Loading Zone or Metered Disability	0	0	0
CLZ Commercial Loading Zone	1	1	0
R Resident	0	0	0
TOTAL	22	3	-19

LEGEND

- Existing curb and back of sidewalk
- Statutory Right of Way (SRW)
- Light green trees are to be removed*
- Dark green trees are to remain*
- Parking types: see inventory tables for descriptions
- *Only mature trees are included in the preferred design concept drawing

Reconstruct driveway to Vancity parkade
 Reconstruct curb radius to direct southbound right-turning vehicle into the westbound travel lane



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Figure 5. Ash St to Cambie St preferred design resulting from Collaborative Process with Health Partners